larger length of runway but the same could not materialised as the State Government was not agreeable to acquire the additional required land and hand over to Airports Authority of India free of cost and free from all encumbrances.

State Government of Bihar has been requested to prune/cut the identified trees to required safe height. State Government has not taken any action in the matter. Once all the identified trees are pruned/cut and other obstructions removed by the State Government, the usable length of runway will increase for operation of A-320/B-737-800 type of aircraft with reduced load penalty. Further extention of runway is not feasible due to site constraints and non-availability of land.

National carriers share in **air traffic**

3966. SHRI T.T.V. DHINAKARAN: Will the Minister of CIVIL AVIATION, be pleased to state:

(a) the growth percentage of domestic passenger air traffic during the last three years;

(b) the percentage of air traffic that has gone to the national air carriers out of that;

(c) the reasons for the large chunk of the increased air traffic going the private carriers; and

(d) the steps taken to give competitive edge to the national air carriers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Agrowth of 9.20%, 24.97% and 22.75% has been registered in domestic passengers traffic during 2003, 2004 and 2005 respectively.

(b)Amarket share of 39.8%, 37.9% and 31.0% was handled by Indian Airlines and Alliance Air during 2003, 2004 and 2005.

(c) The increase in the share of private airlines in domestic air traffic is primarily due to establishment of new airlines and large scale induction of capacity in the domestic sector. Some private airlines have also gained market share due to lower air fare.

(d) In order to remain competitive Indian Airlines and Alliance Air introduce market driven schemes from time to time to attract customers. Some of these schemes are Lean sector Promotional Fares, Excursion fares, through fares, round trip fares, easy fares, premium traveller programme, companion free scheme, online contest, on line auction etc. Indian Airlines constantly take steps to improve the utilization of their capacity by way of marketing initiatives, in-flight initiatives, improvement in cabin ambience etc. Both airlines are also in the process of inducting new fleet to meet the competition and increase market shares.

Flying clubs in Delhi

†3967. SHRI JAI PARKASH AGGARWAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of flying/gliding clubs in NCR, Delhi and other States, as on date;

(b) the respective year of their setting up alongwith the number of planes they possess alongwith other details thereof;

(c) the amount of subsidy provided to each during the last three years, year-wise and club-wise; and

(d) the details of achievement of these flying/gliding clubs?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) A statement of flying/gliding clubs in NCR, Delhi and other states, showing their respective year of their establishment alongwith the number of aircraft/glider possessed by them is at enclosed statement (see below).

(c) The subsidy scheme was discotinued with effect from 01.04.2001.

(d) The flying clubs are set up with the objective of imparting ab-initio training to aspiring pilots with focus on ever-changing requirements of aviation technology. During the last three years a total of 1,00,813 instructional flying hours and 25,634 launches were performed by the flying/gliding clubs.

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†Original notice of the question was received in Hindi.